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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

50X1-HUM

M1 [redacted]
COUNTRY USSR (Krasnoyarskiy Kray)

REPORT [redacted]

SUBJECT 1. Port of Igarka (Security, airfield, pier)
2. Heavy Interference with Radio Reception

DATE DISTR.

1. 50X1-HUM 59

NO. PAGES

3

REFERENCES

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DATE OF
INFO.
PLACE &
DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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| STATE | X | ARMY | X | NAVY | X | AIR | X | FBI | | AEC | | | | | |
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Vessel Sightings

6. The only naval vessel observed were two gunboats seen [in the Barents Sea] [] they were coming from the direction of Novaya Zemlya and heading in the direction of Arkhangelsk. At the entrance to Proliv Yugorskiy Shar, at night, only fishing vessels with powerful red lights were seen. An occasional trawler was observed in the Barents Sea.

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Observation of Coastal Installations

7. No coastal defense or radar installations were observed along the coast. Only a few telegraph poles were seen.

Radio Reception

8. At all times and on all bands, there was a great amount of interference. The broadcast of [] was heard very well during the morning (0000 hours to 0200 hours GMT) on the 25-meter wave length. During the afternoon (at 1100 hours GMT), the broadcast of [] was heard on the 25-meter wave length.¹

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Aircraft and Air Facilities

9. No fighters or bombers were seen or heard. At Igarka, there were daily passenger planes, and, perhaps for reconnaissance, a twin-engine seaplane and an old biplane.
10. The airfield on Ostrov Igarskiy was still in operation. The airfield seemed to be located in a depression and was not discernible even from the height of the other shore. Aircraft took off from the airfield in a northwesterly direction.
11. There was a repair dock for seaplanes at the northwest end of Ostrov Igarskiy. Seaplanes tied up at that point and took off from there.

Terrain

12. Both shores of the port are very steep. In the dock section, one ascends the steep shore by means of wooden stairs or ramps. On the other shore, there was nothing. After ascending the plateau which dominates the port, one finds rolling country, unbroken by any canals, swamps, etc.

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Buildings and Housing

13. All of the houses in Igarka were one-story wooden dwellings. All of the houses were scattered. There were no real streets, inasmuch as they were also of wood and wood residue, and were full of sawdust. The most important buildings in Igarka were the Labor Union building, which dominated the entire port, and the Seamen's Club. Since there were no cafes or bars, the Seamen's Club was the only place where the crews of the ships could pass their time. There were no buildings on the shore of Ostrov Igarskiy, but several buildings were discernible far inland.

Port Facilities

14. [REDACTED] There were two 50X1-HUM
piers, which formed a small angle. They were fixed wooden piers, and, therefore, could not be removed. The length of these piers was sufficient for mooring about five or six vessels. An additional six vessels could anchor off Ostrov Igarskiy. The water depth was about 30 feet at the piers and about 24 feet at the anchorage off Ostrov Igarskiy. There was another dock or landing place, where ferryboats stopped, about 500 meters farther downriver. Soviet vessels used the same piers that the other vessels used.
15. There were no bunker facilities. [REDACTED] in 50X1-HUM
[REDACTED] No shipyards were observed. There was no railroad at Igarka; transportation was by air or by river. No electric power plant was observed.
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